

Serial No. 10/707,539

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Amendments to the Drawings:

The attached sheets of drawings include changes to FIGS. 1-3. These sheets replace the original sheets including FIGS. 1-3. In FIG. 1, an arrow was added to the lead line for reference number 1 and reference number 32 was added to indicate axially extending cutouts in the carrier arms. In FIG. 2, an arrow was added to the lead line for reference number 1, reference number 32 was added to indicate axially extending cutouts in the carrier arms and a bracket was added. In FIG. 3, an arrow was added to the lead line for reference number 1, reference number 32 was added to indicate axially extending cutouts in the carrier arms and a bracket was added.

Attachment: Replacement Sheet
Annotated Sheet Showing Changes

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REMARKS

Reconsideration of this application as amended is respectfully requested.

Claims 1, 3, 4 and 8 have been amended. Claims 2 and 5 have been cancelled.

Paragraph [0026] was amended to include the reference number 32.

The drawings were objected to by the Examiner. To overcome these objections, FIGS. 1, 2 and 3 have been amended to add reference number 32 to indicate the axially extending cutouts in the carrier arms and an arrow has been added to the lead line for reference number 1. In FIGS. 2 and 3, a bracket has been added to show that the unconnected parts belong to the same figure. No new matter has been added.

Claims 1-2, 4 and 12 were rejected under 35 U.S.C. 102(b) as being anticipated by Brion (US Patent No. 5,426,997). Claim 1 has been amended to recite that one of the first and second sprockets includes a fourth plurality of mounting holes for mounting of the third sprocket to one of the first and second sprockets. Brion discloses a third sprocket mounted to a sprocket carrier. Accordingly, Brion fails to disclose a third sprocket mounted to one of the first and second sprockets as claimed in claim 1. For this reason, this rejection of claim 1 should be withdrawn.

Claims 2, 4 and 12 were rejected as claim 1 under 35 U.S.C. 102(b). Since claims 2, 4 and 12 depend directly or indirectly from and contain all the limitations of claim 1 as amended, they are felt to overcome the obviousness rejection in the same manner as amended claim 1.

Claim 3 was rejected under 35 U.S.C. 103(a) as being unpatentable over Brion in view of Yang (US Patent No. 5,782,713). Brion teaches the benefit of direct transfer of the chain load from each individual chainring to a supporting structure, in the case of Brion, a

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one-way clutch 14. By modifying Brion to transfer load between the chainrings as suggested by Examiner would destroy the function of direct load transfer. In other words, Brion and Yang take mutually exclusive paths to reach different solutions to a problem and, therefore, by implication teach away from the combination. Therefore, this rejection should be withdrawn.

Claim 5 was rejected under 35 U.S.C. 103(a) as being unpatentable over Brion in view of Yang. Brion teaches the benefit of direct transfer of the chain load from each individual chainring to a supporting structure, in the case of Brion, a one-way clutch 14. By modifying Brion to transfer load between the chainrings as suggested by Examiner would destroy the function of direct load transfer. In other words, Brion and Yang take mutually exclusive paths to reach different solutions to a problem and, therefore, by implication teach away from the combination. Therefore, this rejection should be withdrawn.

Claims 7 and 8 were rejected under 35 U.S.C. 103(a) as being unpatentable over Brion in view of Yang as applied to claim 1 above, and further in view of Durham (5,809,844). Brion teaches the benefit of direct transfer of the chain load from each individual chainring to a supporting structure, in the case of Brion, a one-way clutch 14. By modifying Brion to transfer load between the chainrings as suggested by Examiner would destroy the function of direct load transfer. In other words, Brion and Yang take mutually exclusive paths to reach different solutions to a problem and, therefore, by implication teach away from the combination. Therefore, this rejection should be withdrawn.

Claims 13-15 were rejected under 35 U.S.C. 103(a) as being unpatentable over Brion in view of Tani (5,480,359). Brion teaches the benefit of direct transfer of the chain load from each individual chainring to a supporting structure, in the case of Brion, a one-way clutch 14. By modifying Brion to transfer load between the chainrings as suggested by Examiner would destroy the function of direct load transfer. In other words, Brion and Tani take mutually exclusive paths to reach different solutions to a problem and, therefore,

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by implication teach away from the combination. Therefore, this rejection should be withdrawn.

This amendment is believed to be fully responsive to the comments and suggestions of the Examiner and to place this application in condition for allowance. Favorable action is requested.

Respectfully submitted,

MARKUS REITER



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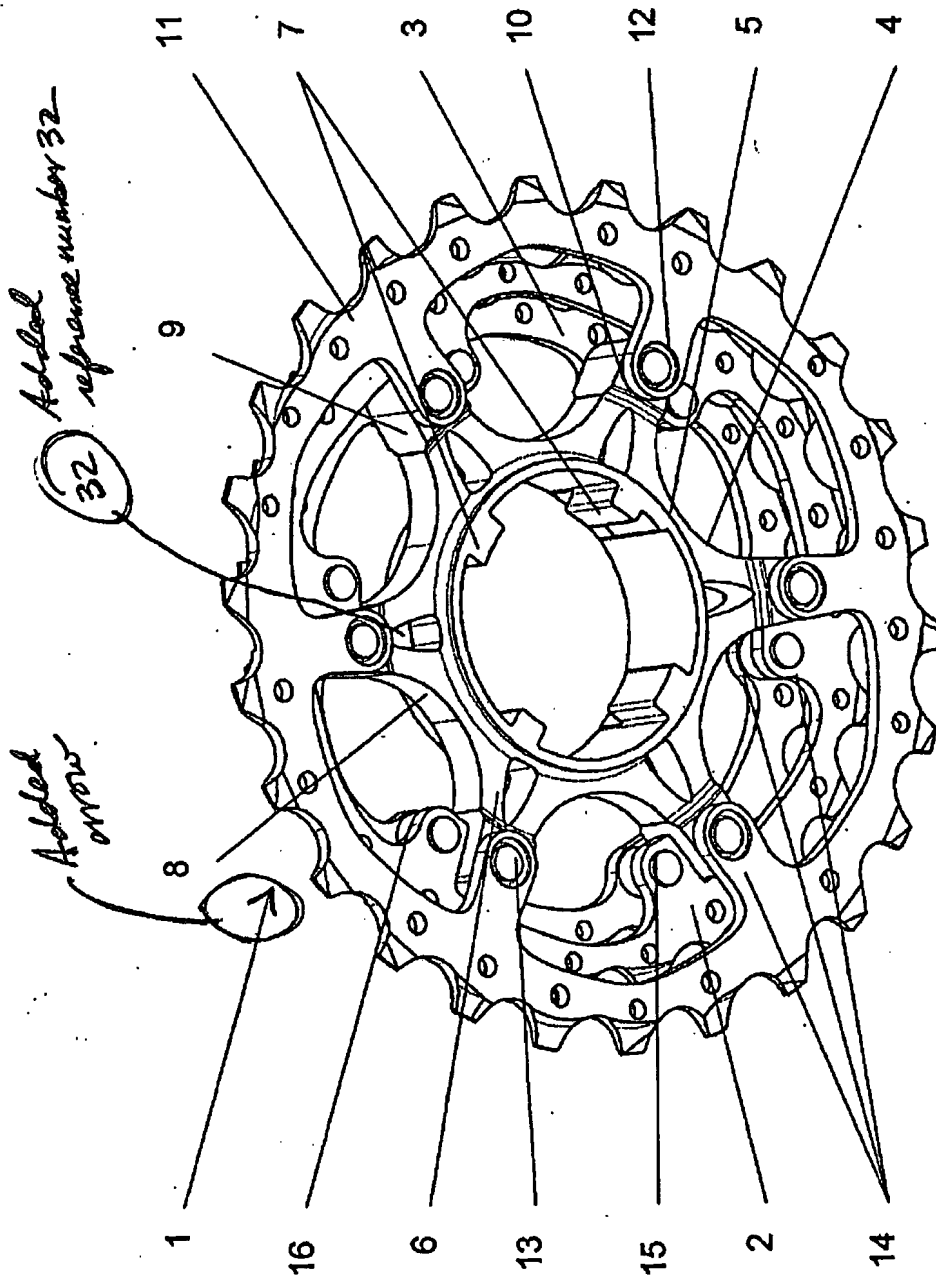


FIG. 1

Attended
1001
Small
mode

Reference
Number 32



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Annotated sheet showing changes

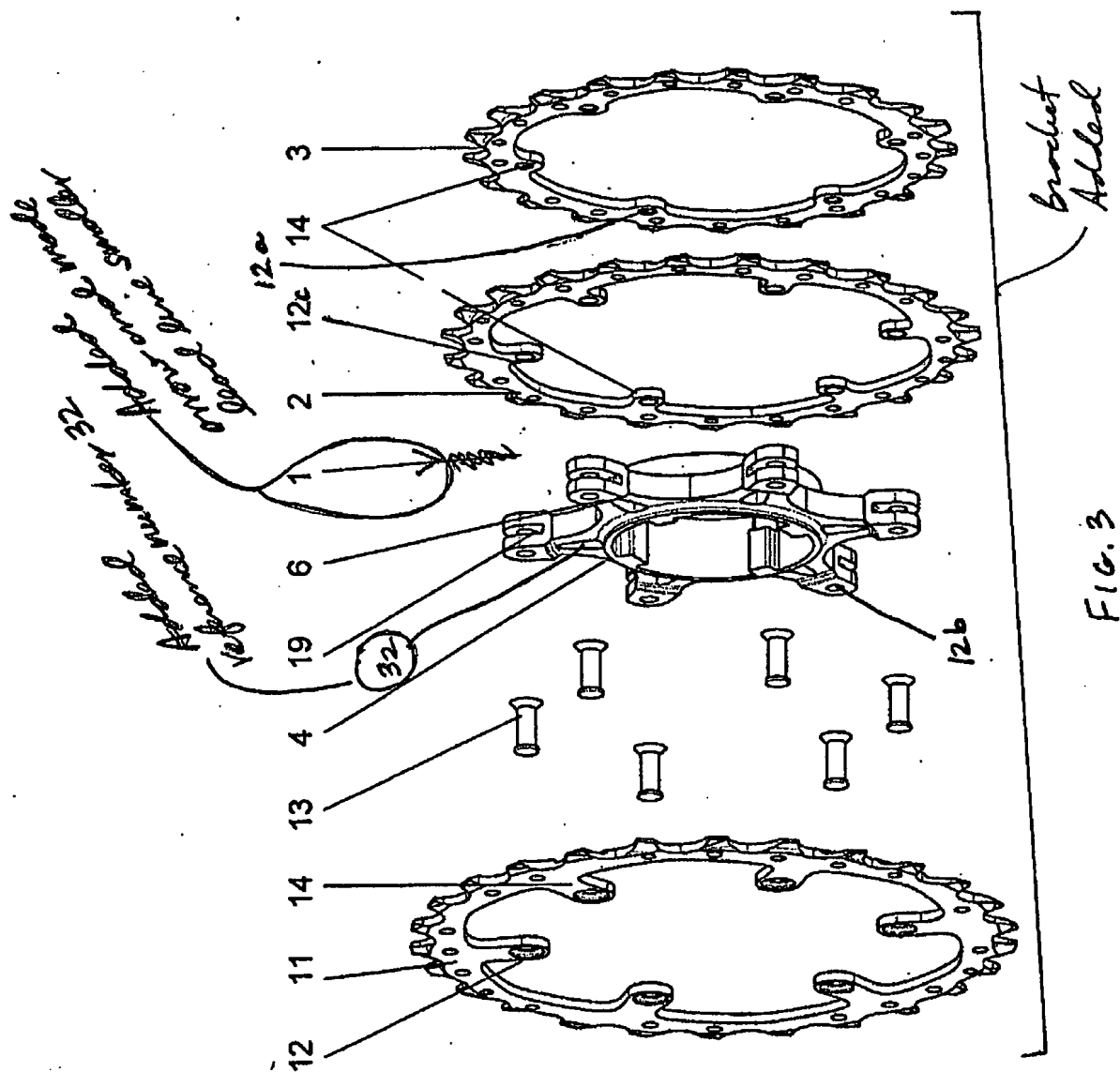


FIG. 3